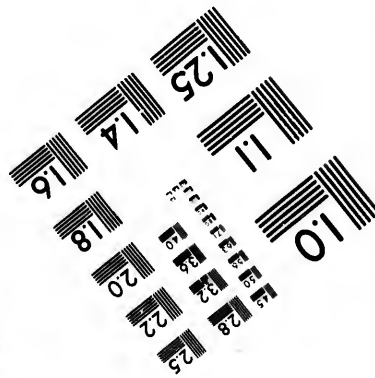
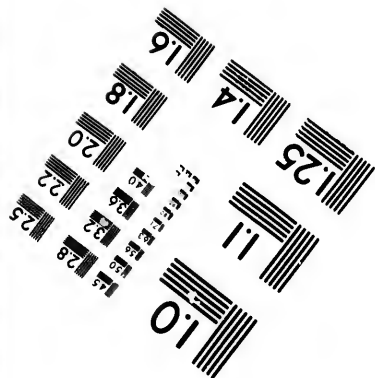
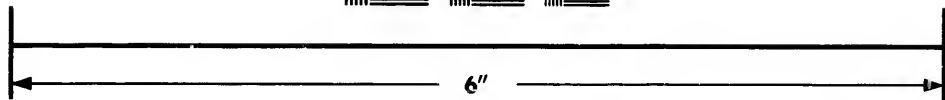
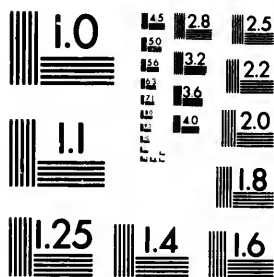


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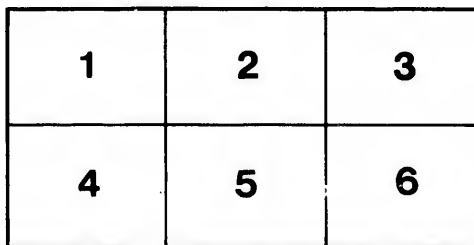
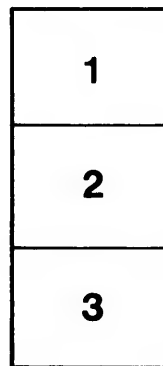
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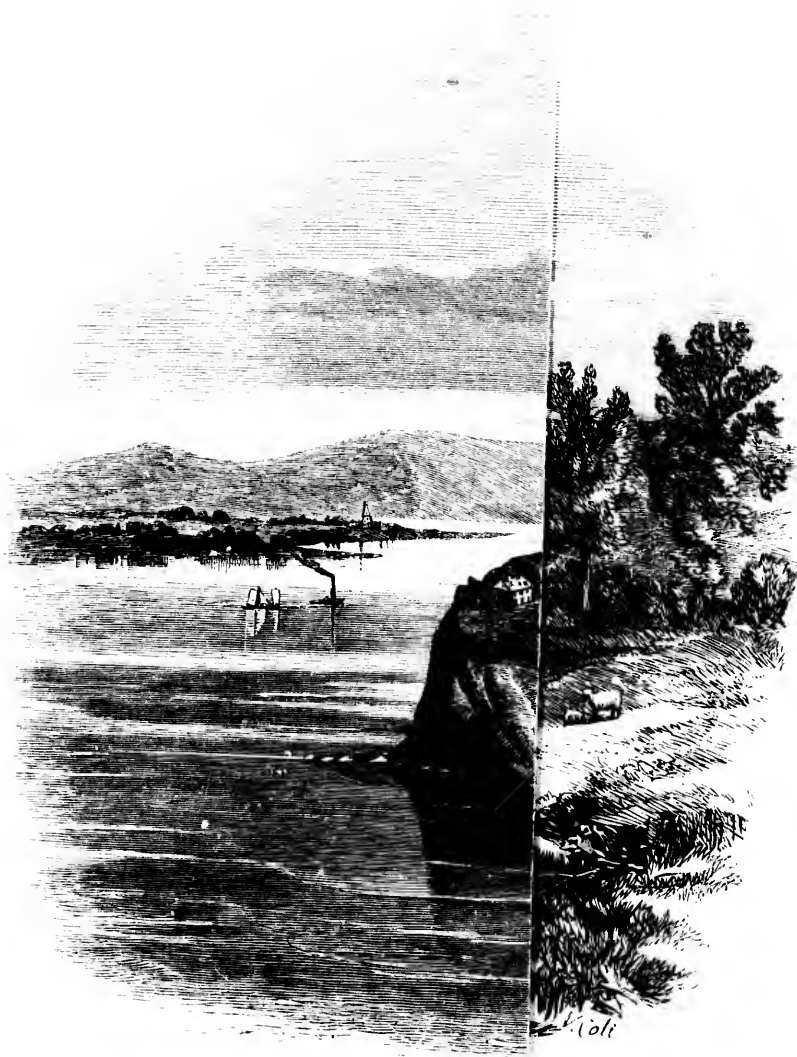
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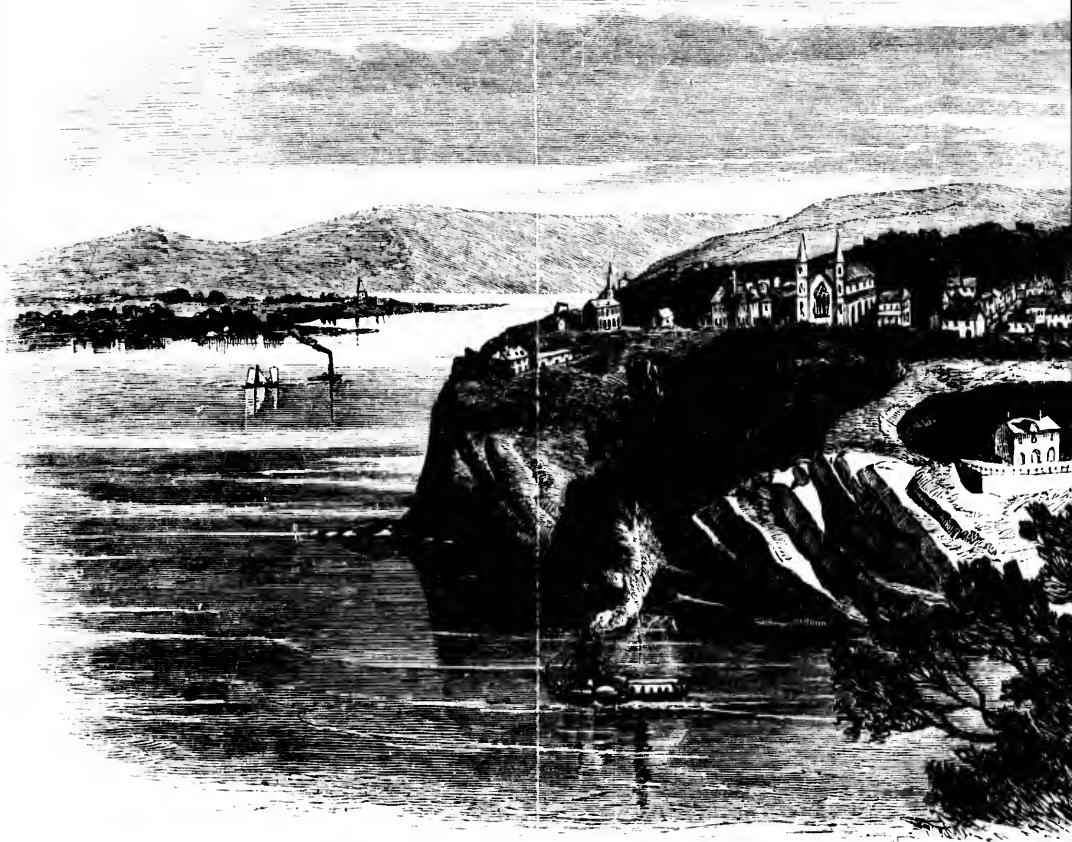
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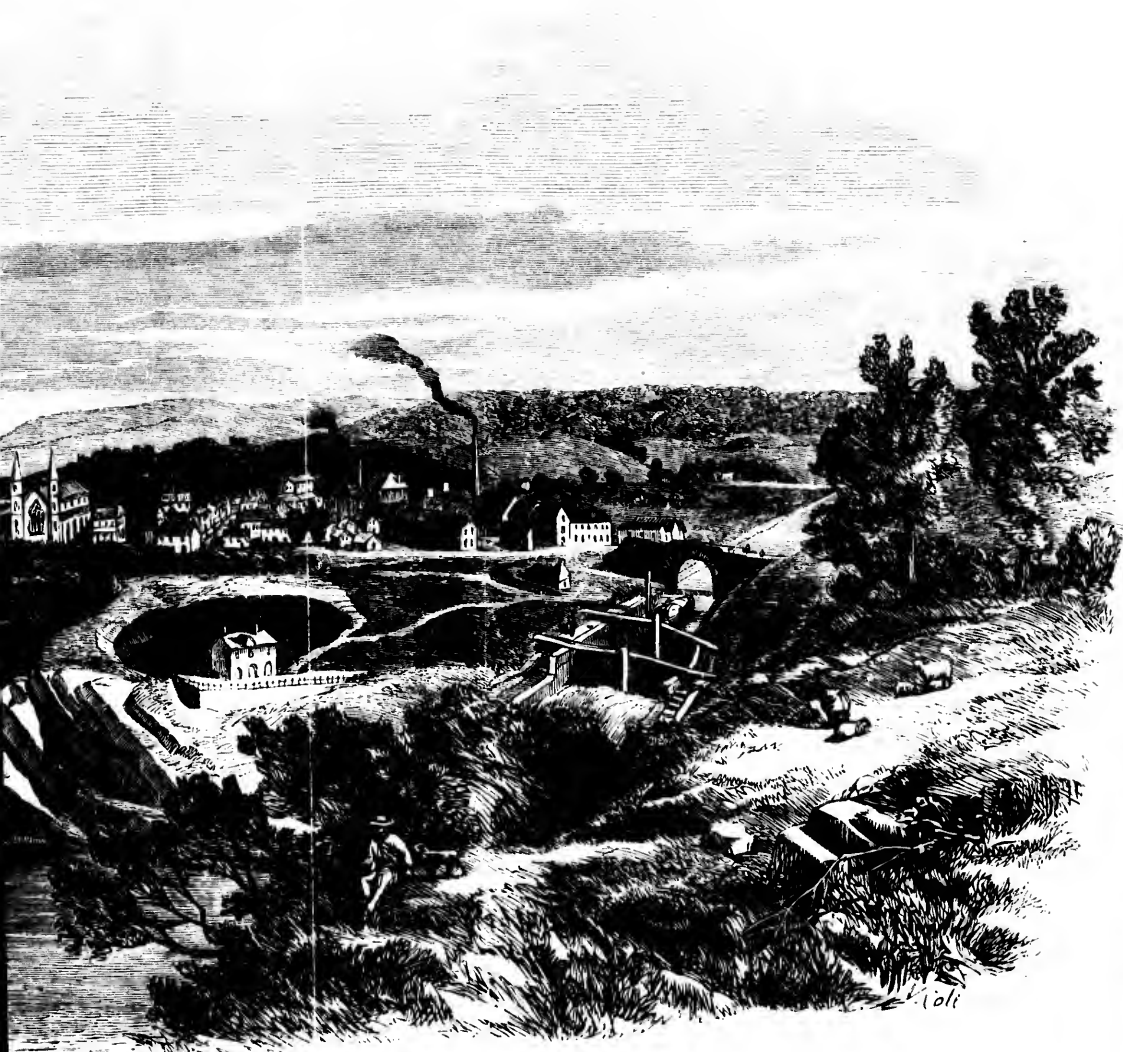
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INTRODUCTION.

THE rapid and almost unparalleled growth of Canada in cities, towns, and villages, consequent on the large and continuous emigration which annually flows to this "Land of Hope" for the sons of toil, imparting the sinews whereby the magnificent resources of this favored country are being developed, has naturally led to the agitation of the question of a city being fixed upon as the permanent seat of Government. In addition to this, much inconvenience has arisen from the government of the country having been conducted alternately at Toronto and Quebec.

Within the last year, the citizens of Hamilton, Kingston, Montreal, and lastly, Ottawa, have each put forward their claims for their city to be the favored one.

To avoid the difficulty of deciding between these various conflicting interests, it was resolved by the Canadian Parliament that each city should place its claims to the honor before the Queen of England and the Home Government. Her Majesty, with her usual goodness, undertook the task, and has decided in favor of the modest pretensions, yet intrinsic value of Ottawa, situated in the heart of a district famous for its fertile soil, beautiful scenery, facilities for trade and commercial intercourse.

The following pages will, in a comprehensive form, state the advantages the district possesses. Canada affords ample and increasing employment for the capitalist, farmer, and laborer; indeed, all who are inured and willing to toil, as understood amongst the working classes: and the sober industrious man may truly look forward to a bright and peaceful future—a prospect denied to thousands in this country, overburdened as it is with population, and with the consequent competition for employment.

OTTAWA.

ITS POSITION.

THE city of Ottawa is situated on the river of that name, eighty-seven miles from its confluence with the St. Lawrence, and at the mouth of the Rideau River, and is one of the chief cities of Central Canada.

GENERAL CLIMATE OF CANADA.

WITH reference to the general climate of Canada, we cannot do better than give the following extract from one of the Prize Essays on the country:—

“The salubrity of the province is sufficiently proved in its cloudless skies, its elastic air, and almost entire absence of fogs. The lightness of the atmosphere has a most invigorating effect upon the spirits. The winter frosts are severe and steady, and the summer suns are hot, and bring on vegetation with wonderful rapidity. It is true that the spring of Canada differs much from the spring of many parts of Europe; but after the long winter, the crops start up as if by magic, and reconcile her inhabitants to the loss of that which, elsewhere, is often the sweetest season of the year. If, however, Canada has but a short spring, she can boast of an autumn deliciously mild, and often lingering on, with its ‘Indian summer’ and golden sunsets, until the month of December.

“A Canadian winter, the mention of which, some years ago, in Europe, conveyed almost a sensation of misery, is hailed rather as a season of increased enjoyment than of privation and discomfort by the people. Instead of alternate rain, snow, sleet, and fog, with broken up and impassable roads, the Canadian has clear skies, a fine bracing atmosphere, with the rivers and many of the smaller lakes frozen, and the inequalities in the rude tracks through the woods made smooth by snow—the whole face of the country being literally macadamized by nature for a people as yet unable to macadamize for themselves.

“It must not be supposed that the length of this season is, necessarily, prejudicial to the farmer, for mild winters are generally found to be injurious to fall crops of wheat, and a serious hindrance to business and travelling. The summer, short and eminently fructifying, occupies the whole of the farmer’s time. It is the winter that the land is cleared of timber, the firewood dragged home from the woods on sleighs, over ground impassable by wheel-carriages, and that the farmer disposes

of his produce, and lays in his supplies for the future. The snow forms a covering for his crops and his road to the market."

FIRST SETTLEMENT AND EARLY HISTORY OF OTTAWA.

THE geographical position of Ottawa is admirable. It is in the very heart of Canada, and situated on a noble stream which gives character and grandeur to that part of the province.

In the year 1796, the country, then in a primeval condition, and entirely in the possession of the Indian tribes, was explored by Mr. Philemon Wright, of Massachusetts, who, pleased with the character and scenery of the Ottawa, applied to the Canadian Government, and obtained a large tract of land on the North side of the river at the Chaudiere Falls, within what is now known as the township of Hull. In the year 1800, accompanied by some friends and laboring men, numbering twenty-seven in all, Mr. Wright took possession of the soil, and the pioneers succeeded in clearing 100 acres, and sowed the same with corn before the winter set in.

In the fall of the year he visited Quebec, procured another Order in Council, enabling him to have the township surveyed at his own expense, and thence proceeded to Massachusetts to settle his affairs. In the spring, accompanied by his family, thirty-five other men and some of their families, a quantity of cattle and horses, and other property necessary to supply the settlement, he returned in safety, adopting the Ottawa River as his route.

In 1805, as the pioneer of the lumber trade, he succeeded in taking the first timber raft to Quebec. A correspondent of the *Hamilton Spectator* says that—"Previously to Mr. Wright's coming, the sound of the white man's axe had been nowhere heard above the Long Sault Rapids; and this was the beginning, apparently so insignificant, from which the whole of the vast Ottawa lumber trade has sprung. Mr. Wright commenced lumbering the next year on a larger scale, not forgetting, however, to improve his farms and erect stores, blacksmiths' and shoemakers' shops, a tannery, &c. In 1806, he had commenced the cultivation of hemp on a large scale, built a mill at the Chaudiere for breaking and dressing it, and shipped a large number of bales, as well as a large quantity of hemp-seed to Quebec and England. So important did this seem to the public in Great Britain that the Royal Society sent him its silver medal, which the family yet possesses. It bears on the one side the inscription, 'Arts and Commerce Promoted,' and on the other, 'To Mr. Philemon Wright, MDCCLVI., for Culture of Hemp in Canada.' During the Russian war this was a money-making trade, but at its conclusion, in 1821, the hemp from Russia could be sold in England

cheaper than that from Canada, and its culture was, consequently, discontinued."

In 1808, the mills, houses, and property situated at the Chaudiere were destroyed by fire, depressing the spirits of all for a time. On the declaration of war between the United States and England, many of the settlers having friends in the former country returned; but no American force approached nearer than Chateaugay. The settlement was, consequently, not disturbed, and became the hiding place of many.

The same writer states that—

"In 1815 it was thought advisable that one of the colonists should proceed to England. Mr. Ruggles Wright, son of the founder of the settlement, was chosen, and, having laden several ships with Ottawa timber, proceeded in one of them himself. He there made himself acquainted with the best systems of farming, and bought stock of the Short Horn, Herefordshire, and Teeswater breeds. He wished to buy some sheep also; but the Government would not relax their prohibitive policy in his favor. The English and French breeds of horses received Mr. Wright's careful examination, but he bought none, as he considered them inferior for practical purposes to those of Canada. He shipped his stock at Belfast, together with merchandise to the value of £6,000; and, last, but not least, twenty-nine British laboring farmers. Among these were men who have stood, and a few who yet stand, in positions of honor in the province. They were engaged for the term of two years, at the expiration of which, in 1818, most of them took lands and remained in the country.

"The year 1816 was a very severe one. The cold in every part of the country was intense. No month passed without a frost, and the Ottawa settlers were almost the only ones for hundreds of miles, east or west, who saved wheat and corn enough for seed.

"The war with the United States had shown the Imperial Government that, in case of another outbreak of hostilities, the defence of the province would demand a line of internal communication in rear of the St. Lawrence; and Lord Dalhousie, the Governor-General, had instructions to build one. Colonel By, of the Royal Engineers, was sent hither for the purpose; and after explorations and surveys, it was determined that the line of communication should be a canal, and that the canal starting from Kingston, should be made to touch the Rideau River, and follow its general course. Lord and Lady Dalhousie came to Hull, and, after a week's stay, left Colonel By, with the sappers and miners, to do his allotted duty. This was not the first time his Lordship had visited the Ottawa. He had previously descended it from Georgian Bay, *vid* Lake Nipissing, astonishing the settlers by his unexpected appearance in their mill-pond! Yet so uncultivated was the country, even at the time

of his second visit, that he and Colonel By lost themselves for a time in the woods where Ottawa city now stands, but which then were trackless. The men to be employed in the Rideau Canal works would, of course, want supplies; and, to secure these, the first thing Colonel By did, was to build the 'Union' bridge from Hull, on the north side, to the southern bank of the Ottawa. This was done at the same time that the route for the canal was surveyed, and the search was made for quarries of stone wherewith to erect the necessary buildings. In 1827, the Colonel first determined to form a town on the south side of the river, and took energetic steps to do so. He made contracts for building himself a house of stone (the first built in the neighbourhood), two ordnance stores, barracks, and a hospital. The usual statements concerning the land bought by Colonel By are so erroneous, that we may digress to give the true ones. Mr. John Burries received from Lord Dalhousie a free grant of the land on which the principal part of Ottawa is built. Not liking the labor of farming it, he sold it to Nicholas Sparks, one of the farming men whom Mr. Wright had brought out with him from Europe. Mr. Sparks is yet living, and rejoices in the appellation of the "Laird of Bytown." Colonel By bought a farm on the other side of the road from Mr. Sparks, and, while improving his property, naturally rendered his neighbour a similar service, so that now he would, probably, refuse to part with his property for £200,000. Colonel By went to England, and died there; his heirs still holding some of his property in the City of Ottawa."

THE SCENERY OF THE OTTAWA.

Around the city, in all directions, the scenery is of unsurpassed beauty, and also grand in its wild and romantic character. At the western extremity are the celebrated Chaudiere Falls, a scene unsurpassed in America, except by the Niagara Falls, which it rivals in many respects. A suspension bridge, erected by the Provincial Government at a cost of 66,448 dollars, spans this foaming chasm, and unites Upper with Lower Canada. At the north-east end of the city are two other falls, over which the waters of the Rideau River pour themselves with wild impetuosity into the bosom of the Ottawa; and, although inferior to the Chaudiere in point of sublimity and grandeur, they are not without many attractions to the admirer of Nature's works.

The south bank of the Ottawa is the more elevated. Between the two highest hills, which bold promontories project into the river, the Rideau Canal is conducted through a natural ravine, and a series of eight magnificent locks lead from the level of the canal to that of the river. On each side of the canal and on the summit of the hills are the Ordnance lands which belong to the Government; and here it is, on the

highest land in the city, that the Parliament buildings are to be erected. A hundred and fifty acres afford a beautiful site, and from the top of the future buildings the eye will probably be able to discern the mountain on which part of Montreal is built, the good town of Prescott, the town of Perth, and the village of Arnprior, at the same time that it will overlook a dozen magnificent counties.

The following interesting account of a "Trip up the Ottawa" is from the pen of a distinguished Canadian literary gentleman. It first appeared in the *Kingston Whig* newspaper.

"I left Ottawa city early on Saturday morning by stage; had a healthy drive to Aylmer, 7 miles, and was soon on board the *Emerald*, on my way towards the Upper Ottawa. The first thing that attracts the eye on leaving Aylmer is the Ardley range of mountains more or less observable up the whole course of the Ottawa, and which, running far into the interior, connect with those of the Saguenay. These mountains are clothed along their entire course with huge pines. Before we reached Onslow, a small stopping place, several large rafts, being mere detached portions of large lumber fleets above, passed with a fair breeze and all sail set towards Aylmer; it is here that the Quio River comes down. We shortly afterwards came in sight of the Chats, or the Cats, bounding through the woods in various directions and dividing the land so as to form several small islands, round which the restless torrent foams and boils on its great plunge into the lake below. There are upwards of thirty of these falls across the entire width of the river (three miles), many of them being cataracts of no mean height or importance, falling as they do a distance of over forty feet. Leaving the falls of the Chats we passed upwards, with Fitzroy Harbor on the left, to Pontiac, where I left the *Emerald*, crossing by a safe and substantial two-horse railroad to the head of the Chats, a distance of three and a half miles. At the head of the Chats I proceeded on my way by the steamer *Oregon*. The river widens greatly before reaching Arnprior, giving the breeze room to play about and make it the more refreshing; indeed, this Chats Lake is a very fine sheet of water, and extremely pleasant to sail on. Arnprior is at the mouth of the Madawaska, down which come vast quantities of lumber, in small cribs, the river being narrow; yet more lumber probably comes down the Madawaska River than any of the other tributaries of the Ottawa. Here is a portion of one of the finest pieces of land and best farming tracts in the province—commencing at Madawaska, and running eastward, passing through Packenham, Fitzroy, Huntly, Goulburn, &c., and extending over the Rideau Canal. The M·Nab township, which we now passed, is generally unproductive. A large stone building, nearly finished, now stands on the high ground where Chief M·Nab first located himself, and after whom the township was named. The view from the ridge is very

fine, the Ottawa range of mountains stretching along the background to the northward as far back as the eye can see. Six miles from Arnprior is Sandpoint, and three miles thence across to Bristol. Six miles further is Bonchere, the river of this name giving evidence, as we approached, by the many rafts visible, of its connection with the Madawaska and its importance as a lumber station. Back of Arnprior lies Renfrew, Douglas, &c., through which the Brockville and Pembroke Railway will pass.

“The scenery as far as ‘the Snows,’ a strong swift rapid, is of a most diversified character—several islands dispersed here and there along the north shore greatly heightening the effect. The current above ‘the Snows’ is very swift, and which, breaking against the points and islands impeding its course, forms the rapid, and the many Snys that encircle the islands, pop out at the sides like a restless crowd of white foxes, and rush down with a merry, frolicsome bound, as pleasing as it is reckless. Before reaching ‘the Snows’ is Farrel’s Wharf; the Opeonga road commences here. Five miles higher up is Gould’s Landing, and a mile and a half further is Portage du Fort. Along the entire of this length of the river are fine clumps of trees and islands, rich in foliage, and worthy of the artist’s study and attention.

“The village of Portage du Fort is at the head of a beautiful bay. It has good milling privileges, three mills in operation, and cannot help going a-head. It is one of the many places along this vast river which has greatness forced upon it, and in whose position alone lie the germs of future prosperity. All the lumber from the Upper Ottawa must pass through here, within a short distance of the village. It is delightful to stand at Gould’s Landing, and watch the cribs speeding down the current with the rapidity of thought, and arranging themselves, guided by the trusty oarsmen, alongside their respective rafts which line the opposite shores. Leaving Gould’s Landing, I proceeded upwards of thirteen miles by stage over an easy and even road, having a sandy bottom, to a small place called Cobden. One of those terrible fires which sometimes visit and destroy vast lumber regions on the Ottawa, has here laid under contribution to its ravages full thirty miles square of splendid timber. The road leads through an immense forest of charred and dead pines, standing and blackened monuments of the terrible havoc that reduced them to their present desolate-looking condition. If any one desires to get an idea of what a fire in the woods means, let him pass through here. The usual undergrowth of hard wood is already springing up. Experienced lumber-merchants tell me that more standing timber was destroyed by fire in 1853 and 1856, than has been shipped to Quebec since the first opening of the Ottawa lumber trade.

“In the morning I took the *North Star* to Pembroke, where we arrived shortly after 9 A.M.

“Pembroke, delightfully situated on the right side of the river, is being steadily enlarged year after year, and must eventually become a place of no small importance, from its good business situation, and being the largest and only village of any note above Sandpoint and Arnprior, except Portage du Fort.

“In the busy season, when the rafts are passing down, Pembroke is crowded with lumber-men to such a degree that there is scarcely standing room at the hotels; yet there are some half-dozen houses, and these large enough for places of greater pretensions. Several extensive and many smaller stores attest to the good trade which is being carried on. The two prominent features of the village are the residence of Mr. Supple, the Member for Renfrew, and that of the Warden of the United Counties, Mr. Moffatt. There is a good quarry of free-stone on an island opposite the village, the color and qualities of which are conspicuously shown in the house of the county member.

“I left Pembroke by the steamer *Pontiac*, for Des Joachim, at the head of the Deep River. The word is generally pronounced Swisher or Swisseher, and the place was, I believe, originally called after a colonel of that name, but there is no way, that I am aware of, of correctly sounding the word, except by a scientific sneeze. There is a good view of Pembroke from the water. The three steamers belonging to the Union Forwarding Company, on the various routes between Aylmer and the Des Joachim, are all first-class boats, and their speed is an average one of twelve miles. The Petowawa, nine miles from Pembroke, a tributary of the Ottawa, was soon passed. A good deal of lumbering is carried on here, the huts of the lumbermen resembling an Indian encampment; the men camping out during the delays consequent on arranging their rafts. There is no lack of rivers hereabouts. Here are four, all tributaries of the Ottawa, and all running parallel with each other—Chalk River, Black River, Petowawa River, and Deep River (which, of course, is the Ottawa River), up the latter of which we were in due time to witness some of the finest scenery in the world.

“The most novel feature of the scenery and wherein it differs from the St. Lawrence, is its threefold character. Independent of the mainland and larger islands on both sides of the river, and the extensive range of mountains on the north side, several smaller islands, supposed to be about three hundred in number, and called the Miniature Thousand Islands, suddenly break on the view, dotting the beautiful sheet of water with bright and varied greenery, and giving an effect to the already delightful scene, so pleasing and unexpected that the emotions of the tourist are suddenly enhanced an hundredfold. This part of the river is truly enchanting. Fort William, twelve miles from Pembroke, a chief factor's post of the Hudson's Bay Company, is most romantically situated. Here were encamped several travelling families of the better class of Indians,

far above the average samples of the race frequently met with, being cleanly, sober, and industrious, and having the appearance of people who considered themselves on a par with the best of mankind.

“Four miles from Fort William is the mouth of Deep River. This river is twenty-eight miles in length, of great depth, as its name denotes; and, taken all in all, is one of the richest scenic routes on the continent. Two finely wooded points are passed on entering the river, the steamer hugging the base of the heavily wooded mountains on the north shore, which soon hemmed us completely in, affording, both in front and rear, several glorious panoramic views, more genial and refreshing from their greenness, than any of the immediate views up the famous pass of the Saguenay. Up the Saguenay, anything approaching to verdure in the vicinity of the river is the exception—here it is the rule; and although large masses of granite are met with, which refuse to be completely clothed, still they are few in number, and there is ever a matronly disposition on the part of Dame Nature to reclaim them from their first wild condition. Taking the front and rear views, with their alternate changes, there is nothing finer in the entire range of Canadian scenery. If Canada ever give birth to a good landscape painter, it is to the Ottawa that he must come to reap the fruits of his beloved labors, and to do full justice to the scenery of his native land. The tourist who has never had an opportunity of judging for himself, can have no idea of the grandeurs of the Upper Ottawa. As yet it is a sealed country to those whose peculiar tastes, feelings, and temperaments fit them to enjoy its many excellencies; but the time cannot be remote when it will become a favorite resort, not only for the peculiar few, but for the travelling million. Up the entire length of the river the mountains are clothed from head to foot with massive pines, breaking out at distant intervals with heavy-browed masses of granite, as before noted; while all below, to the very shore, is green, and swelling with refreshing verdure. On the south side, as we proceed, several beautiful wooded points jut out into the lake; and on the north the distant points of the sloping hills do a similar office for their side of the gorge. The shores are not generally abrupt, but sloping.

“After passing innumerable swells of mountain and hill, a very pretty bay is soon left behind, and we come to the famous Ouisio Rock, in which is a cave (some say two caves) opening from the water, the entrance not visible, and where tradition asserts that the passing Indian was wont, in days gone by, to place an offering of tobacco, or some such suitable gift, to appease the anger or gain the favor of the spirit supposed to preside over the sacred spot. Ouisio Rock is the largest mass of granite to be seen up the river, rising perpendicularly from the water to a great height, and of corresponding width, being very broad at the base

and narrowing somewhat above. Beyond this, among the hills, is a lake, where excellent trout abounds, and which may be plentifully obtained for the mere trouble of fishing for them. Several fine views in succession occur here, the south side, which is never mountaneous or hilly, being well wooded, and the mountains on the north majestically rolling far, far in front, where the passage in the distance seems to narrow to a few feet. In no place up the river, except perhaps at the Narrows, is the width less than a mile, the greatest width being probably very little more than a mile and a half, and in no instance two miles. In proceeding upwards there is more sturdy granite observable at times, but the hills never lose their freshness, as if they enjoyed the secret of perpetual youth; their points still jutting distantly into the water—their seeming points, rather, for in reality there are none, although one would suppose that the hills tapered to long narrow points where they pierced the river, the fact being quite the reverse. There are vast forests of superior timber back among these hills, and very little reclaimable land; but where there is soil to be found in the mountain gorges it is said to be of excellent quality,—which is the rule in such cases.

“The mouth of the Chayere, a tributary to the Deep River, where the late Mr. Egan carried on extensive lumbering operations, is about twelve miles from the entrance into the Deep River. An old Indian church and burial ground are passed, the site of one of the oldest missionary locations. Soon the hills receded from the shore, and were replaced by reaches of well-wooded slopes, to be again brought so nigh as to hem the steamer completely in, as if she had suddenly steamed into the centre of a large natural basin. Our next stopping place was Point Alexander, nine miles from Des Joachim, our destination. Above this the mountains rolled back in graceful swells, united to long ranges of verdurous hills, the woods on the north shore being also densely wooded. After passing the Boom Creek, another feeder of the Deep River, and a lumber station of course, the hills became more thickly wooded than before,—pines chiefly, interspersed with birch and poplar, all blending their various tints with a view to the agreeable and the picturesque. We soon perceived the Des Joachim Rapids crossing the narrow entrance into the bay at the head of the river, where we arrived just as the sun was disappearing behind the blue nest of hills that rolled up directly before us to welcome our approach. Our course up the river was nearly due west, and the sun was setting directly in front of us.”

LAND AND AGRICULTURE IN OTTAWA.

As soon as the announcement was made that Ottawa was fixed upon as the Seat of Government, the value of land advanced from 50 to 100 per cent. Between the river and the Georgian Bay there are available

for settlement 24,000,000 acres of land. A small per centage of this, will, however, be found to be unsuitable for farming purposes.

The counties of Renfrew and Pontiac can boast of excellent farms ; in every respect equal to any in other portions of the province ; and good breeding stock are continually being imported from Old England, or purchased from our cousins in the United States. There is ample room for farming ; and, during many years to come, it will prove exceedingly profitable, for the country largely imports both wheat and flour, as well as pork, to feed the large population of lumber-men, already estimated at 20,000, scattered along the river and its tributaries, and in the forests.

The country, for a hundred miles above Ottawa city, and for a long way on each side of the stream, is well adapted for raising wheat ; and within a few miles of the city, the Messrs. Harrison and others have raised fifty bushels of wheat per acre, weighing 64 lbs. to the bushel,— a product which has seldom been exceeded in any part of Canada. At many places the lumberers have partially cleared farms, on which they raise oats and hay for their horses, and in some cases wheat.

Mr. Clemow, the Government Emigration Agent for Ottawa, in a circular letter, dated February 15th, 1858, states that—

“Lands in the neighbourhood and immediate counties are readily procurable at a comparatively low price, say within fifteen to forty miles from the city ; *good* farms, partially cleared, are obtainable at from £1 10s. to £5 per acre, with easy terms of payment ; one-third cash down, and balance in yearly instalments, with interest, being readily accepted. Then again, if the settler thinks proper to go further into the country, say from thirty to sixty miles from this place, farms of superior land are to be had at a reduced figure—say from 10s. to 25s. per acre. If he wishes to purchase still more economically, by increasing the distance from 60 to 100 miles, Government lands are procurable at 4s. per acre ; and purchase could also be effected from persons having made partial improvements at a small advance on this price ; or, in some localities, he could take advantage of the free grants which, as you are aware, are granted upon terms of actual occupation, with other performance of improvements of a very easy nature. Let it be borne specially in mind, that in each and all of these localities a good market is always to be had, for disposal of any surplus produce that can be raised, over and above what may be required for consumption of the settler and family ; for the lumber [timber] trade requires a much larger annual supply of farming products than can be raised in the country. As long as the trade continues, the same will be the case ; consequently, a farm, when once in a state of cultivation, is generally of actual more value one hundred miles from this city, than if it had been nearer to it, for the prices of agricultural products have ranged higher in those localities, for years past, than

those current in the market of this city. This shows the advantage of the lumber trade, and removes the erroneous impression that generally prevails with reference to a removal to a distance from a city.

“This part of the province affords other inducements to persons of small capital; that is, they can procure a few acres of land contiguous to the city, where gardening pursuits could be carried on with advantage. For instance, vegetables are both scarce and consequently high in price in our markets, and a very good opening now exists for prosecution of this kind of business. A dairy would also prove most remunerative, in the supply of milk, butter, &c., to the inhabitants of this city; and such are now greatly required. Indeed, to those acquainted with this business, a better place could not possibly offer itself than in this district.”

The Canada Company owns no land in the immediate vicinity of Ottawa city, but possesses 131,018 acres, within an area of fifty miles east, south, and west of it.

The lands nearest to the city are situated in the townships of Nepean and Gloucester, from seven to ten miles distant, and comprise 4,542 acres, valued in 1854 at 7s. per acre. For the few lots recently disposed of, 37s. 6d. an acre has been obtained.

THE OTTAWA FREE LAND GRANTS.

The Government, in order to open up the country, last year offered to settlers in certain lines of road free grants of 100 acres of land, under certain stipulations. This is working well, although many of the emigrants who proceeded to the district were in every way unsuitable, and totally unprepared for the anxieties and labor before them. Nevertheless, most of the land has been taken up on the Ottawa and Opeongo road, which extends eighty miles through an excellent farming country. Sufficient produce was raised last year to preclude the necessity of purchasing supplies.

POPULATION OF OTTAWA CITY.

From the estimates made last year, and compared with the previous census, the inhabitants of Ottawa City are estimated to number 13,000; and a considerable increase will naturally take place this year, consequent on the change ere this resolved upon by the Legislature of Canada. One-third of the population is of French origin, and in religious views the numbers of Roman Catholics and Protestants are nearly equal. In 1856 the value of assessed property was £825,000; and in 1857 the taxes produced, at 3s. 9d. in the pound, the sum of £45,000.

TRADE AND PRODUCTS.

There is probably no part of America that is so rapidly improving as

the valley of the Ottawa. Within five years its population has been doubled.

Eight hundred ships are annually loaded in Quebec with lumber from it. The average value of each cargo is £800, making a total of £640,000. The half of this immense sum is paid out in cash to the farmer, for his produce and for the use of his teams during the winter; to the mechanic, for his work; and to the 2,500 laborers who are engaged in the trade. From them it finds its way to the village stores, and thence to the Montreal merchants.

The value of the trade of Ottawa City itself, and environs, is not easily calculated. As nearly as can be estimated, 15,000,000 or 16,000,000 of feet of square timber on the average pass the city every year, from the Ottawa and tributary streams. The Gatineau is made to furnish saw-logs, to the number of about 200,000 per annum. Last season the amount was far above the average, and 19,000,000 feet of squared timber were got out. This year, owing to the stringency of the times, it is calculated that 15,000,000 feet only will be run down. The duty paid to Government, for the privilege of cutting the timber, is only $\frac{1}{2}$ d. per foot for square timber, and 5d. each for logs. Yet this amounts to £40,000 per annum! More than 20,000 lumber-men are employed in "making," sawing, and transporting this lumber to market. The wages of each man average 14 dollars per month, and his board is worth, on the average, 12 dollars per month; which, paid to the 20,000 for nine months of the year, shows the total amount of their wages, and provisions supplied to them, to be 5,680,000 dollars.

The *Hamilton Spectator* correspondent in continuation says, that—

"Within a few years, a considerable trade in iron has commenced. A tract of land situated on the Gatineau, near the embouchure, was found to contain an almost inexhaustible supply of magnetic iron ore, richer than any heretofore discovered, containing, some say, 75 per cent of metal. The mine has been worked for three years, and large quantities of the ore shipped to Kingston,—hence it passes to the States and is there smelted.

"The Indians occasionally bring quantities of lead ore down the Gatineau River, and this ore is of the richest. All the endeavours of the whites to find the mines have failed. There is among the Indians a strange dislike to reveal the location of mines of all kinds. They may promise to do so, but often intentionally mislead. In other cases, when they may be not unwilling to reveal the secret, they become so nervous and terrified as they approach the spot that they cannot be made to proceed to an actual disclosure, yet, some day, the lead mines will reward their fortunate discoverer by making him rich in silver and gold. Other ores, too, exist in the Ottawa region. Plumbago and various ochres are also

found, and the range of mountains to the north east is a mass of valuable minerals whose value is not yet sufficiently known to be estimated.

“Mills for grinding flour and sawing wood are in operation at all the principal rapids on the river; while at Ottawa itself there are large manufactories.”

PRESENT CONDITION.

The progress of Bytown has been such, that in 1840 it obtained the privilege of sending one member to the Canadian Parliament. It was incorporated as a town in 1847. In 1855, its population having increased to upwards of 10,000, it became a city, and on the petition of its inhabitants its name was changed to Ottawa City.

Good roads are in course of construction through the district. An inhabitant of the City, describing Ottawa in its present condition, says:—

“Improvements in various branches of industry are keeping pace with the times. We have many extensive stores, and taverns almost without number. We have some spacious churches, but miserable school-houses. We have a theatre, and several public halls. We have three market places. We have spacious streets, many of them sewered and macadamized. Our streets are lighted with gas, and our plank side-walks are the admiration of travellers. We have many comfortable private mansions,—not very ornamental to be sure, but their occupiers are exceedingly hospitable. We have a lively, thrifty, and fast increasing population; our City is one of the fairest in Canada, and the scenery and waterfalls about it cannot be excelled in the wide world for romantic grandeur and varied magnificence. We are not without amusements. Last week we had five public lectures and three public entertainments. We have five weekly newspapers in this City, and seven more in our immediate neighbourhood—two of them printed by steam. I hear we are shortly to have another journal in this City, devoted to military matters, to be conducted by Mr. Turner, and be under the patronage of his Excellency the Governor-General. And we have had the honor of publishing the three first numbers of the *Canadian Naturalist and Geologist*, by far the best work on the subjects named ever published in Canada.”

By means of the newly established railways, timber is conveyed in large quantities from Chaudiere to Prescott, and thence to Chicago and the West, where an immense timber trade is growing up, and where an outlet will be found for the sale of the produce of the interminable forests which cover the region through which the Ottawa runs. Manufactories are also springing up, and on the Chaudiere Island and the Rideau River advantage is being taken of the immense water power which, in almost

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unfailing abundance, exists there. Flour-mills are in course of erection for grinding the large quantities of wheat which find their way to the district, and also for the splendid grain which is grown in the country itself.

POSITION OF OTTAWA CITY IN A MILITARY AND POLITICAL POINT OF VIEW.

It is an unpleasant contingency to contemplate the possibility of war. It is an event which every reasonable man deprecates, and which every true lover of his country would wish, by every honorable means in his power, to avert; but high authorities have said, and common sense endorses the opinion, that to be prepared for war is the best security for peace. No person looking at the position of Canada could doubt that there are elements of weakness in its long narrow strip of settlements following the course of the St. Lawrence, and seldom striking into the interior or leaving the valley of that magnificent river. Canada is a thin line of prosperous and flourishing communities, exposed to attacks from the river, and possessing little or no supports in their rear. Attention has of late years been directed to the importance of settling and opening up the fine country, which lies between the western portion of the St. Lawrence and the rich districts of the Ottawa. The offer of free grants of lands by the Canadian Government to emigrants was an evidence of the desire of the Local Government not merely to bring under cultivation the waste lands of the colony, but to give stability to the colony—to form, as it were, a back bone to the thriving settlements on the St. Lawrence. As a centre for military operations which might be necessary for the defence of the country, the situation of Ottawa must even, to the non-professional mind, be seen to possess great natural advantages. Quebec has its advantages in a military point of view, but Wolfe showed that it was not impregnable. Ottawa can be exposed to no *coup de main*; it is removed a sufficient distance from the frontiers to render surprise impossible; it occupies a commanding position, which would enable its garrison to sweep the country with artillery, while the banks of the “Grand River” can readily be provided with a chain of fortifications to protect the City from the approach of an enemy by water. Another great advantage which Ottawa would possess in case of war, would be the facility which it would enjoy for drawing supplies from the Far West. When the canal which is required to connect the Ottawa River with the Georgian Bay is completed, the Colonial Government would possess the means of communication with those extensive districts from which the granaries of the old world are replenished. With Ottawa as the centre, and its military defences well planned, Canada will be unassailable, and may therefore repose amid the security of peace and the blessings of prosperity.

THE PROPOSED OTTAWA CANAL.

We wish we could have added to our account of the Ottawa district the report of Mr. Walter Shanley—a gentleman who deservedly stands at the head of his profession as an engineer in Canada—on the canal, by which he proposes to connect the waters of the Ottawa with those of Lake Huron. The report, however, has only just been presented to the Provincial Legislature, and has not as yet been printed. But in the mean time, it is quite safe to state that Mr. Shanley's survey shows the complete practicability of the canal. Lake Nipissing is situate about half way between Lake Huron (into which it discharges its waters by means of French River), and the main stream of the Ottawa River. The navigable portion of the Mattawa River, a tributary of the Ottawa, is not more than a quarter of a mile from the eastern border of the lake, so that this is in reality the only portion of ground in the entire length of the proposed canal that is at present unprovided with water. French River is described as one of great magnificence. In many places it is over a mile wide, and has a depth varying from 80 to 100 feet.

Of course, there are obstructions in the shape of falls that would have to be overcome in each of the three rivers that would form component parts of the canal; namely, the Ottawa, the Mattawa, and the French. These, however, it is stated, can be managed without excessive difficulty or cost, by short canals with proper lockage. In short, by a repetition of the same system of canals which has converted the River St. Lawrence above Montreal from an innavigable stream to one upon which there has of late years been a singular freedom from the accidents to which all large-river navigations are more or less subject.

By means of this canal (about the middle distance of which from Lake Huron to the Sea will be Ottawa city) a saving of nearly 500 miles can be effected over the present water route through the Canadian rivers and lakes, from the Gulf of St. Lawrence to Lakes Huron, Michigan, and Superior.

WHO ARE WANTED IN THE OTTAWA DISTRICT.

The men who are required to develop the resources of a new country are those who are both able and willing to labor—who are ready to avail themselves of any description of employment which presents itself to their notice. The means of acquiring wealth, of enjoying many of the comforts of life, and of profitably employing both labor and capital, exist in abundance in Canada. But these blessings are not to be enjoyed without labour, and the worn-out artizan, the sickly and delicate bankers', merchants', or lawyers' clerk need not hope to obtain by inefficient labor in the new country those rewards which are granted only to the vigorous and energetic employment of useful and well-directed labor. Neither must the artizan hope to be able to enforce in the colony

those traditions and conventionalities of the old country which regulate the employment and the rate of wages in particular trades and callings. In Canada the golden note of success is "whatsoever the law findeth to do, do it heartily." Many persons who had not studied sufficiently the wants and requirements of Canada, the state of society which exists in the country, and the character and demands of the labor markets have proceeded there, and now find themselves, unfortunately, in a worse position than they were in this country.

Mr. Buchanan, the Government Emigration Agent at Quebec, in his excellent report and Analysis of the Emigration of 1857, whilst pointing out the folly of clerks, and those unused to toil, proceeding to Canada, states,—

"Although persons having capital, with the judgment and experience to guide its employment, must possess great advantages in Canada, *still there is ample encouragement for the hardy and industrious, even without large resources at their command.* Farm laborers are the most generally sought for, and fair wages are always open for their acceptance."

Mr. Clemow, the Government Emigration Agent at Ottawa, writing, in February last, to Sir Cusack Roney, the secretary to the Grand Trunk Railway, refers to the wonderful change which must inevitably take place in the city and surrounding country when the contemplated movement of the seat of Government takes place, thus dwells upon the question of employment of labor :—

"*Mechanics* of the various grades will soon be required, and *large numbers*, to perfect them. Therefore, good tradesmen,—such as carpenters and joiners, stone and brick masons, and the like,—will be quite sure of obtaining *constant* and *remunerative* employment; for, independent of the public buildings, Parliament Houses, and various other offices required for the different branches of the Government service that will have to be erected, numerous other houses must be built for the accommodation of the members of Government, and their large staff of employés, &c.

"*Such* extensive works, of themselves, must be the means of employing a large body of operatives; but, in addition to this, such a change as that above referred to (in bringing our present but small city into the conspicuous position of the capital), must, as a natural cause, tend to increase our population to a very great extent, thereby necessarily creating the demand for a large augmentation in our building operations.

"This will be apparent to you when I state that for our present limited population, we possess dwellings and places of business merely sufficient for its own use. This will show you, most conclusively, that a very large increase must be made thereto to meet the requirements that will be forced upon us, from the fact that, exclusive of emigration, large numbers of people always follow the seat of Government. *Tradesmen*,

such as are likely to be serviceable in carrying out the foregoing contemplated improvement, can, therefore, with all confidence, be recommended to remove hither.

“ In the preceding remarks I have treated the subject with reference to the results that may be expected to accrue to this city by the acquisition of the seat of Government; but, I imagine, you readily concur with me in the conclusion that the whole *surrounding country* will be greatly benefitted by it. Towns and villages in the vicinity will also increase in population, thereby requiring improvements of a corresponding nature; not, probably, to the same extent, but quite sufficient for the inducement of emigration thither; in fact, it is now quite apparent that this part of Canada is bound to progress, and must receive that share of public attention hitherto denied to it. Consequently, in my opinion, parties wishing and desirous of finding a new home, cannot, by any possibility, do better than to become settlers of the Ottawa.”

HOW TO GET TO THE OTTAWA DISTRICT.

Emigrants of all classes can reach Canada by steam from Liverpool to Quebec and Montreal in summer, and to Portland in winter; these vessels sail fortnightly, and ere long, we understand, will sail weekly. The rates of passage vary from £15 15s. to £18 18s. for chief cabin accommodation, and £8 8s. for steerage berths. These steamers offer excellent accommodation. Sailing vessels of large size, and under the regulations of the Emigration Commissioners, are dispatched at frequent intervals during the spring and summer, from London, Liverpool, Plymouth, Bristol, Glasgow, Hull, Aberdeen, Waterford, &c., at an average steerage fare of from £4 10s. to £6. The sailing ships despatched by Messrs. Sabel & Searle, of Liverpool, Mr. Willcocks, of Plymouth, Messrs. Whitwell, of Bristol, are very commodious. Messrs. Carman & Pearse, of 21, Old Broad Street, and Messrs. W. Barnett & Co., of 20, Philpot Lane, are the London Agents for these vessels, and also of the steamers. Messrs. Montgomerie & Greenhorne, of 17, Gracechurch Street, are also Agents for the Montreal steamers sailing from Liverpool. Passengers who wish to proceed *via* the United States, can do so in large screw steamers, sailing from Liverpool, and for which Mr. Inman is Agent. On the wrapper pages will be found the advertisements giving every information, as also those of the several lines of packets.

From Portland or Quebec, the Grand Trunk Railway conveys emigrants to Prescott, where trains run to Ottawa City. The Grand Trunk also runs to Brockville, whence the Brockville and Ottawa Railway will take passengers to the Upper Ottawa. Every information upon these matters is supplied by the first-named company at their offices, at 21, Old Broad-street, London, as well as by their agents at all the emigration ports of Great Britain.

Passengers can be booked through, by one payment, including the ocean passage, from all the principal emigration ports, at the lowest current rates of fare; and those holding through tickets will invariably proceed on their journey immediately after landing, and will have their luggage cleared at the customs and removed from the ship to the railway station free of charge.

Steamers also run from Quebec to Montreal, and there is also a daily line in the season between Montreal and Ottawa, and Montreal and Kingston.

The distance of Ottawa from other Cities is as follows:—

	Miles.		Miles.
Montreal, L.C.	127	London, U.C.	334
Three Rivers, L.C.	175	Sault Ste. Marie	475
Quebec, L.C.	296	Lake Superior Mines	660
The Saguenay River, L.C. . .	322	Fort Gary, Red River	1,140
Kingston, U.C.	95	Frederickton, N.B.	445
Port Hope, U.C.	172	St. John's, N.B.	480
Toronto, U.C.	233	Pictou, N.S.	665
Windsor, U.C., opposite De-		Halifax, N.S.	612
troit.	440	St. John's, Newfoundland. .	1,150

THE FUTURE.

We venture to predict that 50 years will not elapse before a large proportion of the commerce of the vast Pacific with Europe, will pass through the Ottawa Country, by a railway uniting the great oceans, whose bosoms bear upon them the enormous mercantile navies of Europe. From the position of Ottawa, and its wonderful system of water communication, giving to her an inexhaustible water power, she must, through the enterprise of her inhabitants, become a City of great manufacturing importance; and her fertile plains, under the tillage of the sturdy Saxon farmer, are destined to give food to millions of men; whilst her forests of splendid timber are each year adding to the riches and resources of her industrious people; all these benefits will not be confined to the district itself, but the whole of Canada will participate in the result. Ottawa is destined to hold no mean position in the world, and in after years the historian, politician, and philosopher will be amply repaid in studying the growth of Canada, and the rapid development of her material wealth and social institutions.

HINTS TO EMIGRANTS.

THEY should burden themselves as little as possible with furniture, cooking utensils, and such like, as these things can be obtained almost as cheaply in any section of the province as in England; and in nearly

every case the charges for carriage, warehouse room, and customs' duties, will amount to more than the original value of the articles. *Personal luggage*, under a certain weight, is conveyed *free of charge*; emigrants would, therefore, do well to make the effects which they take with them consist, as much as possible, of clothes, flannels, boots, and such like.

In all cases, each box or trunk should be legibly marked with the name of the owner, and destination, if known, (otherwise have *Quebec* marked on it); so that, in case of being lost, it may remain in the Government warehouse, at Quebec, till called for.

Good and well-trying sailing or steam ships should be selected, and where large parties intend emigrating, cabin accommodation should be taken and meals also arranged as for a "family,"—a course found to effect a saving in expenditure, both for passage and food, and greatly conducive to comfort on the voyage.

The emigrant must not fail to remember that personal cleanliness preserves health, and to provide a good supply of warm clothing, including flannel, to be worn next the skin, during the voyage.

The weekly dietary for steerage passengers is upon the subjoined scale, approved by the Government Emigration Commissioners, *any variation from which is always in favor of the emigrant*:— $3\frac{1}{2}$ lbs. biscuit or bread; $1\frac{1}{2}$ lb. peas; 2 lbs. wheaten flour; $1\frac{1}{2}$ lb. of oatmeal; 2 lbs. potatoes; $1\frac{1}{2}$ lb. rice; $1\frac{1}{4}$ lb. beef; 1 lb. pork; 2 ozs. tea; 1 lb. sugar; 2 ozs. salt; $\frac{1}{2}$ oz. mustard; $\frac{1}{4}$ oz. pepper (ground); 1 gill vinegar; 21 qrts. good water. The provisions are, in all cases, served out properly cooked. Second cabin passengers in sailing vessels have the same dietary as the steerage passengers; in the screw steamers they and the chief cabin passengers mess with the captain.

In addition to the provisions supplied by the ship, every steerage passenger should be provided with the following extras:— $1\frac{1}{2}$ stone wheaten flour; 6 lbs. bacon; $2\frac{1}{2}$ lbs. butter; a 4 lb. loaf, hard baked; $\frac{1}{4}$ lb. tea; 2 lbs. brown sugar; salt, soap, and bread soda, for raising cakes. These extras cost 10s. 6d. They must also supply themselves with plates, knives, wash-basins, bedding, &c., according to the number of the party.

All passengers, but emigrants in particular, should purchase their Railway Tickets when they pay for their ocean passage, by which many heavy incidental charges will be saved; such as cartage and portorage of luggage, exchange of English money, and other similar and unexpected expenses; but the greatest advantage and gain secured to passengers by procuring these "Through Tickets," will be found to be that of avoiding the impositions and frauds so often practised upon emigrants and others at seaports, by persons representing themselves as agents for various routes, but who are frequently impostors, or else irresponsible men.

Passengers should be at the port of embarkation at least by 12 o'clock on the day preceding that fixed for the sailing of the ship by which they have secured berths, in order that they may be on board ship by 1 o'clock on that day, when the Government Agent takes the muster, in compliance with the requirement of the Act of Parliament. They should on no account listen to the overtures of the numerous touters and runners who may proffer their services, as their intentions are invariably of a selfish, and frequently of a fraudulent, character.

The Act of Parliament provides that each single male emigrant over twelve years of age shall be furnished with a separate berth, and that not more than one person, unless husband and wife, or females or children under twelve years old, shall occupy one and the same berth.

COLONIAL AUTHORITIES IN CANADA.

Governor-General—His Excellency the Right Hon. Sir Edmund Head, Bart.

Governor-General's Secretary and Principal Superintendent of Indian Affairs—R. T. Pennefather.

Military Secretary and Principal Aide-de-Camp—Captain Retallick, 16th Regiment.

Provincial Aide-de-Camp—Colonel Irvine.

Extra-Provincial Aide-de-Camp—Lieut.-Colonel Duchesnay.

Lieut.-General Commanding Forces—Sir Wm. Eyre, K.C.B.

Military Secretary—Lieut.-Colonel Thackwell.

Aides-de-Camp—Major Robertson, Lieut. G. B. Cooke.

Postmaster-General—Hon. Robert Spence.

Commissioner of Crown Lands—Hon. Louis V. Sicotte.

Chief Commissioner of Public Works—Hon. Charles Alleyne.

Receiver-General—Hon. Joseph C. Morrison.

Provincial Secretary—Hon. T. J. J. Loranger.

President of Council and Minister of Agriculture—Hon. Philip M. Vankoughnet.

Assistant Provincial Secretaries—Etienne Parent, Edmund A. Meredith.

Secretary of Agricultural Department—William Hutton.

Assistant Commissioner of Public Works—Hon. H. H. Killaly.

Secretary Public Works' Department—T. A. Bagley,

Chief Engineer to Public Works' Department—John Page.

Secretary Crown Lands' Department—E. A. Genereux.

Assistant Superintendent of Indian Affairs—S. Y. Chesley.

Inspectors of Steam-boats—W. Calvert, J. G. Gagnon, W. M'Auslan, S. Risley.

Inspector of Railways—Samuel Keefer.

Inspectors of Fisheries—R. Nettle, J. M'Cuaign.

GOVERNMENT EMIGRATION AGENTS IN CANADA.

Quebec—A. C. Buchanan. Toronto—A. B. Hawke. Hamilton—
T. C. Dixon. Kingston—A. M'Pherson. Ottawa—F. Clemow.

INFORMATION ON CANADA.

The latest and most reliable information from Upper and Lower Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward's Island, is regularly given in the columns of the "CANADIAN NEWS AND BRITISH AMERICAN INTELLIGENCER," published every alternate Wednesday by Messrs. Algar and Street, 11, Clement's-lane, Lombard-street, London. Special letters from Toronto, Montreal, London (C.W.), and Perth (C.W.), are contributed by competent and respectable correspondents. The artisan, laborer, farmer, or capitalist seeking information upon the resources of the country should read this paper—which enjoys a large circulation in Great Britain, and is also an acknowledged authority in Canada itself. Subscriptions 10s. 10d. per annum, or free by post, 5d. a number.

TRADE, POPULATION, &c., OF CANADA.

Value of Exports, 1856, £8,011,754. *Value of Imports*, £10,896,096.
Tonnage, inwards, 5,350,762; outwards, 5,620,247.

Population, 1851, 1,842,265.

Population, 1857, 2,571,437.

Crown Lands, 1857, surveyed and undisposed of—Upper Canada, 830,398 acres; Lower Canada 4,797,550 acres.

Rivers.—St. Lawrence, 740 miles. Ottawa, 400 miles.

Canals.—Welland, 28 miles. St. Lawrence, six, 41. Chambly, 11½. Rideau, 126.

Lakes.—Superior, length 420 miles. Michigan, 320. Huron, 270. St. Clair, 25. Erie, 250. Ontario, 190.

Banks—British North America, capital £1,000,000. Upper Canada, £1,000,000. Toronto, £500,000. Commercial, £1,000,000. Montreal, £1,500,000. City, £300,000. Gore, £200,000. Zimmerman's, £250,000. Du Peuple, £200,000. Molson's, £250,000. Quebec, £250,000. County of Elgin, £50,000. Exchange, £140,000. Niagara, £250,000.

CANADIAN RAILWAYS OPEN.

Grand Trunk, 849 miles. Great Western, 280. Ontario, Simcoe, and Huron, 94. Buffalo and Lake Huron, 160. London and Port Stanley, 24. Erie and Ontario, 17. Port Hope and Lindsay, 28. Cobourg and Peterborough, 28. Brockville and Ottawa, 42. Ottawa and Prescott, 50. Montreal and Ottawa, 14. Montreal and New York 38. St. Lawrence and Champlain, 49

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